

DaimlerChrysler AG

Patent Claims

- 5 1. A driver's cab for a utility vehicle with two hollow profile supports which are connected to a supporting structure and are supported on the latter in such a manner that, in the case of forces acting on the front end, the hollow profile supports pass on forces
10 into the supporting structure, characterized in that a crash element (6) which extends between the two hollow profile supports (4, 5) is at least partially mounted in front of the two hollow profile supports (4, 5).
- 15 2. The driver's cab as claimed in claim 1, characterized in that the crash element (6) extends in the transverse direction of the vehicle.
- 20 3. The driver's cab as claimed in claim 1 or 2, characterized in that the crash element (6) has a curved cross section, the free ends (11, 12) of which are connected to the hollow profile supports (4, 5).
- 25 4. The driver's cab as claimed in claim 3, characterized in that the free ends (11, 12) of the curved crash element (6) are designed as deformable end parts (11, 12) which are connected to each other by a support part (10).
- 30 5. The driver's cab as claimed in claim 4, characterized in that the support part (10) is connected to a front gate (7) of the driver's cab.
- 35 6. The driver's cab as claimed in claim 5, characterized in that each end part (11, 12) of the crash element (6) is fastened releasably to the corresponding hollow profile supports (4, 5).

7. The driver's cab as claimed in one of claims 1 to 6, characterized in that the crash element (6) extends over virtually the entire height of the front gate (7) in the vertical direction of the vehicle.